



## CALIFORNIA HIGH-SPEED RAIL AUTHORITY

May 30, 2008

Supervisor Scott Haggerty  
1221 Oak Street, Suite 536  
Oakland, CA 94612

RE: High Speed Rail Project - Altamont Corridor Support

Dear Supervisor Haggerty;

I understand the Tri-Valley Regional Rail Policy Advisory Committee recently took a position opposing the AB 3034 amendments to the High Speed Rail bond initiative. I write to assure you that I have supported and will continue to support the needs for transit services in the Altamont Corridor and particularly those which benefit the Tri-Valley and SF Bay Area. Your efforts to develop consensus in the Tri-Valley region, as well as your long history of advocating regional transportation solutions, directly influenced my decision to support efforts for high-speed alternatives through the Altamont Corridor.

As evidence of my commitment to this corridor, and as chairman of the California High Speed Rail Authority (CHSRA), I encouraged development of an Altamont Corridor "Partnership" group to form consensus on identification and implementation of rail improvements between the Central Valley and San Francisco Bay Area. To this end, the CHSRA has hosted several Partnership meetings. As a result, AB 3034 was amended specifically to list the Altamont Corridor as an eligible segment under the \$9 billion funding allocation in the HST bond program. The Partnership has also developed a consensus Purpose and Need Statement for the Altamont Corridor and a list of short and long-term improvement projects to be studied. These improvements are compatible with the "Grand Central" Greenville Station concept, which you have pioneered.

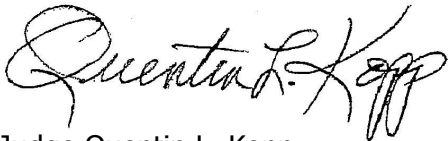
The Partnership is now reviewing a Request for Qualifications for preliminary engineering/environmental work on these improvements, which will be published, barring any obstacles, this summer. If all goes well we can select a consultant and start work before the high-speed rail bond passes. The certified Program Environmental Impact Report (EIR) for the statewide HST system and the draft Central Valley to Bay Area Program EIR include improvements to connecting systems as a potential way to mitigate the environmental impacts associated with increased congestion at high-speed train (HST) station sites. We aspire to complete project-level environmental review and begin implementation of the Altamont Corridor improvements within three (3) years of bond passage.

If AB 3034 passes, the \$9 billion bond measure proceeds can be used to implement high speed compatible projects in the Altamont Corridor. The High-Speed Rail Bond also includes nearly \$300 million for BART. Both funding sources can be predicates to secure additional monies necessary to complete the overall HST system/transit network.

Given the current economic climate of the State and the timing of the Measure it is simply not viable to increase the HSR Bond measure at this time. I do, however, recognize the importance of regional connectivity to the HST network. If the outcome of the Altamont Corridor studies is to provide high speed-compatible rail service to Livermore (such as the Greenville "Grand Central" intermodal station concept), then the HSRA will join with others to fund the entire concept. Even should such concept not be chosen, I promise my support to participate actively in obtaining funds to complete the transit network, including BART to Livermore.

As a BART director 36 years ago, a 19-year MTC member (and two-year chairman), as a one-time State Senator who unremittingly advanced BART extensions (and not just to SFO) throughout the three BART counties, I hereby covenant to aid you in securing fruition of our regional rail future.

Sincerely,

A handwritten signature in black ink, reading "Quentin L. Kopp". The signature is fluid and cursive, with the first name "Quentin" being the most prominent.

Judge Quentin L. Kopp

cc: Cheri Sheet  
Ken Ross